

# Hongkong Daily Press.

ESTABLISHED 1857.

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HONGKONG, THURSDAY, JUNE 28TH, 1900. 四拜禮 號捌拾式月陸年百九千壹英港香

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Note Advertisements will be found on page 4.

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Proprietors.

Manager.

Hongkong, 16th November, 1899.



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Pictures of the Year, 1900

Cassell's Royal Academy Pictures, Parts

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Paris Exhibition Number of "Art Journal," Part I.

Black and White" Academy Pictures.

Marcelli of the Latin Quarter, by Clive Holland

Hilda Wade, by Grant Allen

British or Boer, by Geo. Griffiths

Janice Meredith, by Ford

London to Ladysmith via Pretoria, by Winston Churchill

Fruitfulness, by E. Zola (English Trans.)

The Imperial Russian Navy, by F. T. Jane Fully Illustrated

Sir Herbert Maxwell's Life of Wellington, 2 vols.

Fights for the Flag in South Africa

Four Months Besieged: the Story of Ladysmith. Unpublished Letters of H. S. Pearson ("Daily News")

Ladysmith: The Diary of a Siege, by H. W. Nevinson

A Manual of Naval Architecture, by Sir W. H. White, 3rd Edition

Our Fleet Today, by Capt. S. Eardley Wilmet, R.N.

An Imperial Light Horseman, by H. Blore

NEW AND RECENT BOOKS.

Sandow's Strength and how to Obtain It, with Anatomical Chart

The Statesman's Year Book

Principles and Practice of Artificial Ice-Making and Refrigeration, by L. M. Schmidt, 37 Engravings

Burma, by Miss and Bertha Ferrars, 450 Illustrations

Mr. Dooley in the Hearts of His Countrymen

Fee, by Max Pemberton

Kynge's Colonial and American Affairs-General

Laird Clowes's Naval Pocket Book, Corrected to February, 1900

Village Life in China, by Rev. A. H. Smith

Transvaal from Within, by J. P. Fitzpatrick

The Life of John Ruskin, by W. G. Collingwood

The Break-up of China, by Lord Charnwood

Things Chinese, by J. Dyer Ball, 3rd Edition, Revised and Enlarged

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Arrivals, Departures and other Shipping Intelligence will be found on pages 5 and 7.

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CHARGES MODERATE.

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MANAGER.

Hongkong, 2nd April, 1900. [1029]

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Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

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A FIRST-CLASS HOTEL of 45 Bed-

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Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA, Manager.

Hongkong, 1st December, 1899. [46]

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MACAO.

THIS First class and

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A. S. WATSON & CO., LIMITED,  
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Only communications relating to the news columns  
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Correspondents must forward their names and  
address with communications addressed to the Editor,  
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All letters for publication should be written on  
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No anonymously signed communications that have  
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P.O. Box 83. Telephone No. 12.

## The Daily Press.

HONGKONG, June 25th, 1900.

But for a partly explained delay in the arrival  
of our telegram from the North we  
should on Tuesday night have been in receipt  
of authentic information of the relief of  
Tientsin. The actual date of the arrival of  
the relieving force, it will be seen, was Sat-  
urday, the 23rd instant, so that the news  
has taken an unusually long time to get  
through. Details are still wanting, but the  
force is stated to be a "combined" one, a  
fact which, taken in conjunction with our  
previous information about the starting of  
the Terrible's force for the scene of action,  
encourages us to hope that a prominent part  
in the relief was played by the British, and  
possibly by the Hongkong contingent. The  
Russians again lost heavily, no doubt  
through having the majority of regular  
troops present. Their casualties for the  
first week's fighting make a heavy list  
and are a proof of the fighting qualities  
of the Chinese. But it is somewhat surprising  
that the total of the combined force  
which broke through was only 2,000, which  
seems a small number to carry out a task  
that had baffled two previous forces. An  
account of the state in which the allies found  
Tientsin will be anxiously awaited. The  
garrison must have had the utmost difficulty  
in holding what is described as a wrecked  
Concession.

News about Admiral Seymour has at  
last come to hand. He was only ten or  
twelve miles from Tientsin on the 23rd, and  
though encumbered with sick and wounded,  
and still surrounded by the enemy, he was  
at last within reach of the force which  
started to his assistance on Sunday, and the  
intelligence of his rescue, conveyed by the  
official telegram received in the Colony  
yesterday, is the natural consequence  
of the success of the allies on the 23rd. The  
telegram which we publish from London shows that he has succeeded  
in his object of rescuing the foreign  
Ministers at Peking—a fact which will be  
received with feelings of relief throughout  
the civilised world. How the work was  
accomplished we do not yet know. The  
Admiral may have cut his way through to  
the capital. Our Shanghai telegram of the  
26th instant rather suggests that the Min-  
isters were escorted outside the walls of  
Peking by a Chinese guard, in which case it  
is still more difficult to fathom the policy of  
Imperial Government. But in any case,  
after so long a period of suspense, we have  
received a complete and most welcome  
answerto our hopes. The next step before the  
allies is that their mainly defensive attitude  
shall give way to an attacking policy.  
Unhampered by the necessity of des-  
patching rescuing parties this way and  
that, the combined Powers will have  
time to decide on the best method of pro-  
cedure, and there will be no excuse if they let  
international jealousies stand in the way  
of an efficient combination. With a true  
harmony between the Powers interested their  
will loss its difficulties, and the allies  
will find themselves masters of the situation.  
There has been enough of disconnected  
action, and the recent ill-success has  
been attributable to nothing else but this.  
There is now a golden opportunity for a dis-  
play of commonsense.

The Telegraph Companies informed us yes-  
terday that cable communication with Macao  
is interrupted.

In the 24 hours preceding noon yesterday  
there were reported twelve fresh cases of plague  
and thirteen deaths.

The murder of Mr. Haynes, Magistrate of  
Gaya, British North Borneo, is reported by  
Strait papers of the 21st inst. The deed was  
committed by a Dyak and is not referred to any  
political cause. The murderer escaped.

The Telegraph Companies here had a record  
number of telegrams passing through their  
hands yesterday, and messages were delayed owing  
to the pressure on the lines. Among them  
our own wire from the North suffered.

Through the courtesy of the U.S. Consul  
General we are enabled to publish the following  
Typhoon Warning from Manila Observatory  
at 1 a.m. yesterday:—Depression far out in  
the Pacific—probably E.N.E. of Manila."

On the 14th inst. the Emperor of Corea gave  
audience to the Japanese Representative in  
Seoul. His Majesty expressed regret for the  
torturing and execution of An and Kwong,  
and explained that it took place without his  
knowledge. He added that the responsible  
officials had been punished. It is assumed that  
the incident is now closed.

The other day a Chinaman who had been  
sentenced to six months' hard labour escaped  
from the prisoners' detaining room, and yesterday  
the Lukong (No. 26) who had charge of him  
was brought up at the Magistracy for neglect of duty.  
Mr. Hasland informed him that it was a disgraceful thing.  
It was a grave neglect of duty. This was the second time a  
prisoner had been allowed to escape. It was  
a very serious charge. The Lukong would be  
fined \$10.

Makfook took its relief very coolly. It  
appears that, on the 16th ult. darkness was  
drawing on when Major Karr Davies, and  
eight men of the Imperial Light Horse entered  
the market square. One of the troopers stopped a  
passer-by and said, "Hi! We're the relief  
column." "Oh, indeed," said the citizen; "We  
heard you were about outside," and proceeded  
on his errand, which was to draw his rations.  
The amazed trooper exclaimed, "Well, he takes  
it pretty coolly."

A man who had been several times convicted  
and served a term of banishment was brought before  
Mr. Hasland charged with incency on board  
a junk of Shachwan early yesterday morning.  
He was seen leaving the junk with a pillar box  
in his hand. An alarm was raised and the man  
was captured by an Indian constable with the  
box in his possession. He was sentenced six  
months imprisonment, to be followed by a term  
of banishment. Another man who was found  
in possession of a pair of trousers missing from  
the junk was discharged.

The latest General Orders of the Hongkong  
Volunteer Corps contain the following:—Appoint-  
ments.—The following extract from the  
Government Gazette, dated 23rd June, 1900, is  
published for information:—"Government No-  
tification No. 324. His Excellency the Officer  
Administering the Government has been pleased  
to appoint Lieutenant A. H. Stewart, of the  
C. Machine Gun Company, Hongkong Vol-  
unteer Corps, to be Adjutant of the Corps  
in the place of Captain W. St. C. Bland  
R.G.A., absent from the Colony on duty, until  
the return of Captain Bland, or until further  
notice."

The deaths are reported by telegrams in the  
Ceylon papers of the Earl of Baden, General  
Sir Frederick Marshall, Sir George Parker  
(ex-Judge of Madras), Mr. Stephen Crane, and  
Bishop Boyle.

On the 8th inst. J. Taylor won the Golf Open  
Championship at St. Andrews, and broke the  
record for the final round, which he did in 78.  
Taylor was second.

According to the *Oesterreichische Lloyd*, the  
Pioneer had great trouble in passing the Yangtze  
rapids, the strongest current met with being  
about 12 knots. Through the rapids the captain  
had to be used. The passage up took 72  
hours, not counting the detention. The junk  
proved a great nuisance. But even if some  
difficulties have yet to be overcome, the success  
of the first trip was undoubted.

The *Strait Times* reports great excitement  
at the Taiping Post Office some days ago, when  
some 80,000 four cent stamps, surcharged one  
cent, were offered for sale, and again on the  
16th instant when a like number of five cent  
stamps, similarly surcharged were for sale. The  
Post Office was besieged from an early hour.  
Some who managed to secure considerable num-  
bers of these stamps have realised profits, aver-  
aging from four hundred to five hundred per cent.

Sir Alexander Swettenham returned to Singa-  
pore on the 21st inst. after a visit to the  
*Singapore Free Press*, that Brunel is to be arrested,  
or, to put it in diplomatic language, a resident  
is to be placed there after style of the Malay  
Peninsula. In connection with Brunel's resi-  
dency it is also reported the British Government  
is intent on taking over the administration of  
Labuan from the Chartered Company.

Describing the attitude of the Japanese papers  
on the Chinese crisis, the *Japan Mail* says—  
Broadly speaking, the Japanese press is divided  
into two sections; one of which headed by the  
*Yomi Shimbun*, advocates immediate despatch of a  
strong body of troops and the adoption of re-  
solutely offensive measures; the other, headed  
by the *Nippon*, thinks that a  
defensive attitude will meet all the requirements  
of the case.

It has come to our notice, says the *Kobe  
Chronicle*, that a rumour is being circulated  
among the foreigners in Kobe as to the instability  
of one of the leading Japanese undertakings  
in the country. We have made inquiries, and  
as far as we can ascertain there is no foundation  
for the report. It is quite true that the  
disturbances in China have seriously affected the  
raw cotton and cotton yarn markets, but it  
seems very improbable that such an old-established  
and highly connected undertaking as the  
listed should experience any difficulties  
from what it is hoped will prove a temporary  
interference with trade. We have been  
unable to trace the rumour to its source, but as  
far as we know it is only in circulation among  
foreigners, who may incur some loss through  
over-hasty action without in any way injuring  
the credit of the firm.

## CANTON NOTES.

[FROM A CORRESPONDENT.]

## NATIVE RUMOURS.

Canton, 32nd June.

All is quiet here, but the most hair-raising  
stories are going about, from Chinese sources,  
making out that all the foreigners in Peking  
and Tientsin have been wiped out. The country-  
people are inclined to believe the stories, and  
those who had stored silk in the settlement are  
taking it back for safety! One man has taken  
a lot back on which he had prepaid \$100 in  
advance a little while ago. This is a straw,  
which will show which way the wind is blowing.

## THE DEFENCE OF EUROPEANS.

The *Registe* and *Don Juan de Austria* are  
here and caused over 100 men without inter-  
fering with the working of the ships or their  
facilities. Our Defence Corps is 43 strong and  
should be able to meet anything that is likely  
to come from the sky. A French boat is  
said to be coming up, but we are not very  
anxious for her, as the French and the mis-  
sions are more likely to raise trouble than  
anything else. The missionaries do nothing  
but spread reports and clamour for the  
protection of their chapels, which are centres of gossip  
and untruth. The country "misles" have  
mostly come in, and several have gone down to  
Macau or Hongkong.

## LATEST NEWS.

Canton, 26th June.

We were glad to hear to-day that Tientsin is  
relieved, but the silence from Peking is ominous  
and alarming. I hope that the awful tragedy  
which passes for the reason here among the  
natives is not true. All is quiet here. Defence  
Corps' matters are working more smoothly in  
spite of obstacles raised in some official quarters.  
We shall have pretty well all our men now armed  
with Mausers. The Corps works with the  
Redpole and the Americans, and is not to be  
kept in the background.

## WRITING FROM CONSTANTINOPLE.

An Armenian and a Kurd had quarrelled over  
the ownership of a tobacco box. The Kurd had  
picked up the box in the street and the Armenian  
declared it was his. When they were about to  
come to blows a policeman came up and tried to  
effect a compromise, but neither disputant would  
give way. At last the Armenian suggested  
that the Kurd should be asked to declare what  
was in the box. The Kurd promptly answered,  
"Tobacco and cigarette paper." The Armenian  
smilingly informed the officer that all the box  
contained was a 25-cent piece. The policeman  
gravely handed the box, then, turning to the  
crowd with the air of a Solomon, said, "The  
Armenian is the owner of the box. I return it  
to him. The Kurd is a liar. (Here he smote  
the man from the mountains over the head.) Allah  
be praised! For my trouble in deciding this  
complicated affair I keep the 25 cents."

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

## RELIEF OF TIENSIN.

## EFFECTED BY A COMBINED FORCE.

SHANGAI, June 26, 9 p.m.

A combined force of two thousand men  
reached Tientsin on Saturday, 23rd inst.,  
after silencing the guns of the arsenal and  
breaking through the Chinese lines.

## CASUALTIES.

The Russians lost four killed and thirty  
wounded. The other nations suffered a slight loss.

## ADMIRAL SEYMOUR SURROUNDED.

Admiral Seymour's force is reported to  
be surrounded by Boxers and Chinese regu-  
lar troops ten miles from Tientsin, and he is  
hampered by his sick and wounded.

## ASSISTANCE SENT.

Assistance was sent to him on Sunday,  
24th instant.

## RUMOURS CONCERNING PEKING.

It is rumoured concerning Peking that  
the foreigners there were sent out with a  
Chinese guard, perhaps with Admiral Sey-  
mour.

## MORE JAPANESE LANDING.

Three thousand Japanese are now landing  
at Tsingtao.

## EMPEROR DOWAGER DESIRES PROTECTION.

The Empress-Dowager has ordered the  
Viceroy at Wuchang to defend Hukung  
(the collective title of the two provinces  
Hupeh and Hunan) against the rebels and  
to send troops to Peking.

Viceroy Chang Chilting is sending 3,000  
untrained soldiers to Peking, but is keeping  
the foreign-trained troops at Wuchang.

London, 26th June, 3.5 p.m.

## ADMIRAL SEYMOUR RESCUES THE MINISTERS AT PEKING.

The German Consul at Chefoo reports the  
relief of Tientsin. Admiral Seymour and the  
foreign Ministers from Peking are 12½ miles  
north of Tientsin. The force is hard pressed  
by the Chinese.

## ADMIRAL SEYMOUR REACHES TIENSIN.

A brief telegram reached H. E. the Acting  
Governor yesterday afternoon to the effect  
that the British Admiral had got back to  
Tientsin. This completes the story given  
in our telegrams above, and Admiral Sey-  
mour's mission seems to have been suc-  
cessfully fulfilled.

## H. E. LI HUNG-CHANG.

We received yesterday afternoon official  
information from Canton to the effect that  
H. E. Li Hung-chang will remain in Canton  
for the present and will not go to Peking  
unless he is ordered again to do so by Im-  
perial decree. H. E. was not officially or-  
dered to remain and has wired to Peking  
through the Governor of Shantung four  
times, and if his advice is urgently needed  
in the Capital an order to that effect will  
come within a week.

## THE WAR.

London, 25th June, 9.5 p.m.

## LORD ROBERTS REPORTS LOSS OF A CONVOY ON THE 4TH.

Lord Roberts reports that the Boers on  
the 4th instant captured a convoy of 50  
wagons between Rhenoster River and Heil-  
bron.

## THE DISASTER TO THE DERBYSHIRES.

On the 7th the Boers surrounded the 4th  
battalion of the Derbyshire regiment and  
the Imperial Yeomanry units. The British  
loss was 35 killed, 111 wounded. The re-  
mainder were made prisoners.

## REUTER'S SERVICE.

LONDON, 26th June.

## THE CHINA CRISIS.

An order from the Tsar raises the troops in  
the Amur to a war footing and calls out the  
reserves of the Siberian and Amur districts.

## THE WAR IN SOUTH AFRICA.

NEWS VIA CEYLON.

## ARMY MOVEMENTS IN SOUTH AFRICA—DISBANDING COLONIAL REGIMENTS.

London, 10th June.

The future plans at the War Office, as regards the Military movements in South Africa, have not yet been made public, but the Diamond Fields' Horse and a portion of the Kimberley Mounted Infantry have been disbanded. But it is believed that the War Office do not intend recalling any troops from the Cape until the end of August. The Colonials will first be sent home, and then the troops taken from the garrisons of India, the Government urging that it is unsafe to transfer troops from winter service at the Cape to Indian garrisons in the hot season. Besides this, a thorough scheme of house-to-house visitation throughout the Boer Republics, for the seizure of arms and ammunition, will demand all troops available for some time to come.

General regret is expressed at the disaster to the 13th Yeomanry at Lindley, especially at the death of Capt. Keith and Sir John Power. Others wounded or captured include the Earl of Longford and many well-known Etonians. Mr. Goschen's nephew, and sons of the Irish Chancellor and other Judges, and Lieut. Villiers Stuart.

## GENERAL BUNDLE'S RECONNAISSANCE AT LINDLEY.—A TERRIBLE AFFAIR.

General Bundle's reconnaissance in aid seems to have been a terrible affair. He estimates the enemy at 4,000 strong, who were extended along a ridge six miles long, but the Guards in the advance had failed to approach within a thousand yards, and the officers declare they never saw a single Boer, so thoroughly were the enemy entrenched; and our guns were unable to silence the enemy's. On the other hand, the smoke and flames from the burning veldt, the result either of our carelessness or of the enemy's tactics, threw the British troops into deadly prominence and prevented them from taking cover.

Many wounded perished in the flames, despite many gallant rescues, one Lieutenant receiving no less than twenty men. A Field Cornet, later in the day, arrived with a flag of truce requesting help, as Commandant De Villiers was badly wounded. General Bundle sent a doctor and ambulance and a bottle of champagne.

A few hours were captured, and they all expressed themselves sick and tired of the war, but longed for another passage of arms with General Brabant's Colonials.

## THE ELANDSFONTEIN AFFAIR.

Details now to hand show that smart fighting, culminating in the capture of Elandsfontein, took place on the 29th May. A handful of Mounted Infantry scattered a trainload of Burghers, who took possession of heaps of mining refuse and made a great stand. More British arrived, and fighting took place at close quarters, our men capturing several of the enemy. Meanwhile the women and children watched the fighting from verandas.

## FIGHTING BEFORE PRETORIA.

Before entering Pretoria, Lord Roberts strictly inspected each of the Forts in turn, capturing two machine guns. It is believed that General French's mysterious movements were all northward of Pretoria, with a view of preventing escapes and the removal of other prisoners.

The amount of gold President Kruger, and Commandants Raats and Botha, commanded is stated to be £50,000,000, paying official and Commandants in six per cent. Boer redeemable in ten yearly drawings. The hubbub caused by this was subdued by immediate cash payments.

The report that General Bullar had granted the enemy an armistice is disbelieved.

## THE SULTAN AND THE TAKING OF PRETORIA.

The Sultan of Turkey congratulated Her Majesty on the taking of Pretoria.

## MORE REINFORCEMENTS LEAVE FOR THE CAPE.

The transports *Lorraine*, *Aurora*, and *Taurus* have sailed from England with 110 officers and 3,800 men, whilst large arrivals of sick and wounded have taken place.

## THE TREATMENT OF CAPE REPUBLICS.—THE BOER AND MR. SCHREINER.

London, 11th June.

The Afrikaner Bond Caucus is showing strong opposition to the Bill regarding the proposed treatment of rebels. Mr. Schreiner made a stirring speech appealing for support to the measure. Mr. Merriman and Mr. Storer headed the opposition, and denounced the proposal to disfranchise the rebels for five years. When a vote was taken, only ten adhered to Mr. Schreiner.

## THE REMOVAL OF THE BRITISH PRISONERS.—WAHOUW STATE NUMBER 1,200 TO 1,600.

Calcutta, 12th June.

The Indian Daily News has the following from its special correspondent:

Some of the British officers who were prisoners at Pretoria, on being ordered to prepare for departure to Nooitgedacht, sorted and disarmed two Boer Commandants. The number of British prisoners removed is variously stated to be 1,200 to 1,600, including the rebels. It appears that, on the approach of the British to Pretoria, the Boers carried off the guns along with an immense store of provisions. General French tried hard to cut off their retreat, but was not in time.

The statement about Nooitgedacht being unhealthy is totally denied.

## INTERESTING DETAILS OF GENERAL BULLER'S FIGHT AT LAINGS-NEK.—BURGHERS DRESSED AS LADY INVALIDE.

London, 14th June.

No authentic details have yet come to hand concerning the capture of the Derbyshires at Roodepoort, but Boer accounts say that the Burgers advanced in four divisions under General Steenkamp, who took besides their prisoners, a Maxim, 1,000 Lyddite and shrapnel shells, 3,000 units of clothing and an immense quantity of stores valued at £100,000, which was destroyed for lack of conveyances. In a small action the next day near Vrededorp, Commandant Steenkamp took 38 more prisoners, but 500 British reinforcing, the Boers retired.

The bombardment of Laings Nek by General Buller's force on the 11th June was magnificently carried out. The Durhams led the attack at Allens Pass and were supported by the Middlesex Regiment, Warwick's, 1st Yorkshires, and the 1st Dublin Fusiliers on the right flank, the 2nd Brigade being on the left. The main point of attack was a high kopje near the pass. As the Infantry charged uphill with fixed bayonets, the enemy turned and fled, galloping towards the east and north, utterly routed. Afterwards, several white-flagged farm houses were visited, from Wakkerstroom, burghers being dragged from under beds, dressed up as lady invalids. The Boers captured around Newcastles filled three trains, and were expected at Durban yesterday night.

LOD. ROBERT'S DESPATCH.—LOAD KITCHEN TO COMMUNICATE WITH LOID MATHUEN.

Lord Roberts' despatch shows that communication will be established, which was expected, and is dated from the Rembenny at Pretoria, 26th June. The inhabitants of Johannesburg perfectly quiet. The inhabitants expressed their admiration for the work and order now prevalent. Commandant Botha's force, after the

surrender of this town, was small, but the number has increased recently, and their proximity to the town being maintained, the excitement prevented the Burgers from laying down their arms and interfered with the collection of supplies, making the attack upon them necessary. Their position is a very strong one, practically unassailable in front, enabling Botha to place the main portion of his troops, which he knew were vulnerable. General French, on the left, had Porter's and Dickson's Cavalry Brigades, and Hurton's Mounted Infantry, and General Hamilton on the right, Broadwood's Cavalry Brigade, Gordon's Cavalry and Ridg's Mounted Infantry, as well as Bruce Hamilton's Mounted Infantry. Both columns met with great opposition, but at 3 in the afternoon I saw two of Hamilton's Battalions advancing on the enemy's left flank, apparently the key of their defence.

When I learnt in the morning that communications had been interrupted in my rear, I sent Kitchener with all the troops I could spare to Vereeniging, with orders to push south and communicate with Lord Methuen, who I knew had a very compact force in the vicinity of Heilbron. I also sent a message to Lord Methuen to push with all speed towards the main railway damage, repairs to which are being rapidly pushed on with. I deplore the death of the House of Commons by Goshen yesterday, that the Boers did not take.

The message from Lord Roberts dispelling all anxiety was warmly received and is regarded as satisfactory, especially with regard to the battle now in progress in the Transvaal.

## THE RECENT NAVAL EXPERIMENT.

A Times special correspondent gives the following description of the experiment made with H.M.S. *Belleisle* on the 26th ult., when the *Mesopotamia* sank off Seizey Bill. He writes:

The *Belleisle*, a central battery battleship, with twin screws, was built at Portor in 1878, and engined by Mandelby, for the Turkish Government. She was then called the *Piyas-Sheri*, and when a new vessel was bought by the Admiralty from the Turks at a cost of £240,000. Her main construction was iron, her armor being 12in. thick amidships and tapering to 6in. at the extremities of the belt. This plating is backed by wood, which is also various from 12in. to 9in. The bulkheads of her central battery varied from 9in. to 5in. in thickness according to their location. Her commanding tower in the forecastle of the vessel was of tin plating. She also had an iron deck 1in. thick on the flat, strengthened to 2in. broad, and drew 21ft. when in sea-going condition. Her main armament consisted of four 25-ton muzzle-loading rifle guns, which remained on board during the experiment, as well as the quick-firing guns added at a date more recent than her construction. Her sister vessel, the *Orion*, remains in the service as port guardship at Malta.

The *Belleisle* left Portsmouth harbour on Friday under her own steam, and was moored with her head south-east on Medmerry Bank, off Solent Bay, some ten miles east of the Isle of Wight. She was in a position which left a channel with not less than seven fathoms water inside her at a distance of 2,000 yards. A number of dummies made from the wood removed from the Royal yacht represented the crew; her gun ports were open as if in action, ammunition for immediate use was around the guns, and it is reported the magazines were occupied, and cartridges generally in the hoists, as would be the case in an engagement. The sea in the neighbourhood of the experimental position was anxiously patrolled by a host of torpedo craft, and the approaches were jealously guarded.

On Saturday morning steam was continued at a fair head on board the doomed vessel, the pumps were set in full action, flooding the decks, and as the *Mesopotamia* approached the stokers and engine-room gang jumped smartly into a vedette boat and steamed off just in time. At 11.25 a.m. the flagship of Vice-Admiral Sir Harry Rawson steamed through the northern passage at a speed of 12 knots and opened fire from her tremendous battery at about 1,800 yards. She fired for approximately seven minutes and the practice was deadly accurate. It was estimated by onlookers that 80 per cent. of hits from big and little guns took effect. The firing from the heavy ordnance was specially worthy of praise. The *Belleisle*, although her masts stood, was apparently a wreck, her funnel collapsed, her woodwork was pulverized, but, although steaming and smoke from the burst projectiles areas in considerable quantity, there was no appearance of ignition such as ruined the Spanish ships at Santiago. However, the prompt assistance of firemen with force-pumps and fire hoses, in addition to other preparations installed on board the vessel herself, may have extinguished any burning conflagration. These were necessary precautions, as notes, photographs, and measurements had to be carefully recorded for leisurely analysis, and a configuration would have annihilated all traces.

Lyddite shells, as well as shells with black powder bursting, were employed, and although the central battery was an effective shield against the 6in. projectiles, the 12in. shells wreaked havoc in their course, as a matter of fact.

The *Belleisle* was a shamble after the first two minutes firing, and the only unsatisfactory incident was the shortness of the range at which the experiments were made. One torpedo tube mounted on board above water was dismounted by one of the most powerful projectiles, and the torpedo automatically launched itself overboard without exploding.

The *Belleisle* settled down and rested on the bottom, which was at most 3ft. 7in. under her keel when she was adrift; there was a momentary inclination to heel over, but she reared nearly upright.

The Admiralty yacht with the members of the Board followed up the *Mesopotamia*, but some other yachts were towed clear of the scene, and fire was not opened till the German Emperor's *Meteo* in tow of a torpedo-boat had passed safely out of range and out of danger.

The vessel will shortly be raised and towed into dock, when information gained by examination will afford valuable knowledge and perhaps guidance to officers of the Royal Navy.

A London telegram to the States on the 28th ult. reports:

Replies in the House of Commons to-day to a question on the subject of Saturday's naval experiment, when the British first-class battleship *Mesopotamia* fired upon and sank the old-fashioned coast defence ironclad *Belleisle*, near Portsmouth, in nine minutes, the First Lord of

Further Correspondence respecting the Affairs of China. 8250

Fruitfulness, by Emily Zola. 8255

The Relief of Ladysmith, by John B. Atkins. 150

The Purple Rose, by Joseph Hockings. 150

Concerning Isabel Carvalho. 150

Travels on the Amazon, by Wallace. 450

Marine Meteorology, by Allingham. 450

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Hongkong, 28th June, 1900. [916]

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## NEW ADVERTISEMENTS

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I, myself and my wife, hereby give Notice that I will not be RESPONSIBLE for any DEBTS contracted by a person passing under the Name of Mr. MORDEY, lately from Manila.  
F. MELHUIJSH,  
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"CRITERION HOTEL"  
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Hongkong, 23rd June, 1900.

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1853

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Hongkong, 23rd June, 1900.

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Hongkong, 23rd June, 1900.

1851

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIAH."

Captain Moore, will be despatched above on TUESDAY, the 3rd July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

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NOTICE TO CONSIGNEES.

THE Steamship

"STUTTGART."

OF THE NORDDEUTSCHE LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasures, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TODAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 3rd July, and THURSDAY, the 5th July, at 9.30 A.M.

All claims must reach us before the 9th July, or they will not be recognized.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD.

MELCHIES &amp; CO., Agents.

Hongkong, 27th June, 1900.

18

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

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"BANCA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be handed here unless instructions are given to the contrary before 2 P.M. TODAY.

Goods not cleared by the 2nd July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival hereafter which no claims will be recognized.

A. M. MARSHALL,

Acting Superintendent

Hongkong, 27th June, 1900.

1765

## AUCTIONS

## GOVERNMENT NOTIFICATION No. 321.

The following Particulars and Conditions of Sale of OWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 2nd day of JULY, 1900, at 3 P.M., are published for general information.

By Command.  
F. H. MAY,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 16th June, 1900.

1832

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Hongkong, 31st May, 1900.

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Ice House Street, Top Floor, Permanent  
Enlargements Groups, Views, etc.; Develop-  
ment Works, Amateur's Requisites.M. MUMYEYA, JAPANESE ARTIST,  
Brushes and Crayon Engravings. Work  
done for Amateurs; 3a, Queen's Road, Cl.YEE CHUN,  
Marina and Portrait Painter, 50, Queen's  
Road, Upstairs.H. YERA,  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road Cl., also Wan Chai.  
Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE,  
Proofs read by Englishmen.

RATTAN FURNITURE

WOO KEE, Late HANG CHEUNG SHING,  
Rattan Chairs, Matting, Bamboo Blinds,  
etc.; 73, Queen's Road Central.KWONG TAI LOY,  
Batten Furniture, Bamboo, Blinds, Mat-  
tings all Colours; 18, Praya Central.SANG MOW,  
Batten Furniture, Bamboo, Screens, Mat-  
tings of all Colours; 43, Queen's Roads, Cl.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM,  
Dealer in Indian, Chinese and Japanese  
Silk and Fancy Goods; also Art Works,  
2, D'Aguilar Street.THE GLOBE (TEJUMULL POHSING),  
Indian, Chinese and Japanese Silk Goods,  
Cashmere Shawls, Spanish Wines and  
Manila Cigars; 12, D'Aguilar Street.SINCERE & CO.,  
Silk Handkerchiefs, Shawls, Table Covers,  
etc. Wholesale and Retail; 122, Queen's  
Road Central and 123, Wellington St.WASSIAMUL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks. Cashmere Shawls and Ceylon  
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,  
Exporter of Real Hand-made Lace  
in Silk, Linen and Cotton. Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen Lace Curtains made to  
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Hardware,  
Engineering Tools, Brass and Iron Mer-  
chants, 68, Praya Central.

LANE, CRAWFORD &amp; CO.

TAILORS

AH-MEN, HING-CHEONG & CO.,  
Tailors, Drapers and Outfitters, Queen's  
Road Central, Old City Site.  
Branch: A-MAN, opposite City Hall.R. HAUGHTON & CO.,  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiery,  
Drapers, 85, Queen's Road, Central.LANE, CRAWFORD & CO.,  
Queen's Road.TAK CHEONG,  
Tailors, Gentlemen's Outfitters, Hatters,  
Hosiery and Drapers. Chinese Silk of  
all kinds, 50, & 52, Queen's Rd, Central.YEE SANG FAT & CO.,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs; Opposite Post  
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"  
Importer of the Best Manila Cigars; 25,  
Pottinger Street.KRUSE A CO.,  
Wholesale and Retail Havana and Manila  
Cigars. Egyptian Cigarettes Dealers in  
Fancy Goods, Agents  
Commissariat House, Queen's Road.VICTORIA CIGAR DEPOT,  
1 and 2, Lebuhne Street East. Agents for  
W. KENNEDY & CO., 37, Calle San  
Antonio, Manila. "Winder Lady" and  
"The Jockey" Cigars.

WINE &amp; SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road  
and Calle Anticogue, Manila.AMERICAN SYSTEM  
OF  
DENTISTRYNo. 39, QUEEN'S ROAD, CENTRAL  
CHADWICK & KEE,  
(LATE OF FOOTE & NOBLE),  
Hongkong, 15th September, 1899.

## SCIENTIFIC MISCELLANY.

WHAT THE SPECTRUM TELLS—CONCENTRATED  
PERFUMES—TWENTIETH CENTURY RUBBER  
—BODY-HEAT OF TREES—VIOLENCE OF A  
SUS-STORM—CURIOUSLY COLORED BIRDS—  
SPIDER SILK—THE UP-TO-DATE BOILER.

presented the Tring Museum, said to contain a greater number of these bird rarities than any other single collection. Among the most curious specimens were a banded kingfisher, a totally white curlew, some pied hawfinches, a penguin in which the plumage usually black was grey, and a waxwing in which the dark plumage was replaced by white, while the usual yellow and red remained. Much interest was aroused by a melanistic woodcock, while it was declared that a great snipe with spotted plumage on the upper surface might easily have passed for a new species.

The labid, an enormous spider found in great numbers in parts of Madagascar, yields from 300 to 400 yards of silk of a brilliant golden color, and in ten days after the thread has been taken from it is ready to furnish another supply. Though the silk is finer than that of the silkworm, it is very tenacious and can be woven with difficulty. M. Norus, principal of the Antanarivo Technical School, is striving to develop the manufacture of spider silk, and a complete set of bed hangings prepared from it is a novel exhibit designed for the Paris Exposition.

The future steam engine, in the opinion of Mr. Chas. T. Porter, is to depend upon mechanical draft instead of chimney draft. At a late meeting of the American Society of Mechanical Engineers, he stated that the new engineering has established that the boiler furnace shall be independent of natural draft, effectually consuming its smoke, and burning two or more times as much coal as it could do under natural draft alone, and yet sending off the gases at a low temperature; the boiler being a steam generator, a superheater and a fuel economizer combined.

By rubbing bald spots daily with a 30 per cent. lactic acid solution until the skin has become indurated, then omitting for a few days and continuing when the inflammation has disappeared, Balzer, a German, claims to have started a new growth of hair within three weeks.

FOR SALE.

C. H. S. HEIDSIECK'S

CHAMPAGNE 1893 WHITE SEAL

\$38.00 per case of 1 dozen quart

\$40.00 per case of 2 dozen pints

E. D. KLEESSMANN &amp; CO.'S

RED AND WHITE

BORDEAUX WINES

C. G. HIBBERT &amp; CO.'S

BOTTLED ALE &amp; STOUT

SIEMSEN &amp; CO.

Hongkong, 5th May, 1899.

140

CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Throughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungi  
and Damppus.

Sole Agents for China.

LÜTGENS, EINSTMANN &amp; CO.

Hongkong, 31st August, 1897.

[338]

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,

NAGASAKI

CODE WORD: "DOCK." NAGASAKI

A. I. A. B. C. Scott and Engineering Codes  
Used

DOCK No. 1 (at TATEGAMI)

Extreme Length... 523 feet

Length on Blocks... 513 "

Width of Entrance on Top... 59 "

Width of Entrance on Bottom... 57 "

Water on Blocks at Spring Tide... 59 "

DOCK No. 2 (at MUKAIJIMA)

Extreme Length... 371 feet

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 52 "

PATENT SLIP (at KOSUGI)

Can take vessels up to 1,000 tons gross.

[1619]

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.THE COMPANY has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT

NOTICE.

READY IN A FEW DAYS.

"MOUNTINGS OF THE

NAVAL GUN.

and their subsequent use with the

LADYSMITH RELIEF

COLUMN."

Being a Lecture by

CAPTAIN PER

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA PORTS OF CALL	BENGAL	Brit. str.	S. Barcham	P. & O. S. N. Co.	On 7th July, at Noon.	
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	M. H. F. Jackson	BUTTERFIELD & SWIRE	To-day.	
LONDON VIA SUEZ CANAL	MENELAUS	Brit. str.	Towell	BUTTERFIELD & SWIRE	On 10th July.	
LONDON VIA SUEZ CANAL	BENALDEE	Brit. str.	C. McInтай	GIBS, LIVINGSTON & CO.	On or about 6th July.	
LIVERPOOL DIRECT	STENTOR	Brit. str.	Jackson	BUTTERFIELD & SWIRE	On 24th July.	
BREMEN, VIA PORTS OF CALL	ULYSSES	Brit. str.	Brown	BUTTERFIELD & SWIRE	On and after 1st Aug.	
MARSEILLES & LONDON	OLDENBURG	Ger. str.	H. Prager	MELCHERS & CO.	To-day, at Noon.	
HAVRE & HAMBURG	LAOS	Fren. str.	J. Thom	MESSAGERIES MARITIMES	On 2nd July, at 1 P.M.	
HAVRE & HAMBURG	INABA MARU	Jap. str.	W. Bainbridge	NIPPON YUSEN KAISHA	To-morrow, at Daylight.	
HAVRE & HAMBURG	MARAGON	Brit. str.	R. T. L. Cook, R.N.E.	E. & C. S. N. Co.	On or about 25th Inst.	
HAVRE & HAMBURG	WITTENBERG	Ger. str.	Hempel	CARLOWITZ & CO.	On or about 17th July.	
HAVRE & HAMBURG	SAVOLA	Ger. str.	Jäger	CARLOWITZ & CO.	On or about 7th Aug.	
HAVRE & HAMBURG	ALESIA	Ger. str.	Kauth	CARLOWITZ & CO.	On or about 20th Aug.	
HAVRE & HAMBURG	ARMENIA	Ger. str.	Ostermann	CARLOWITZ & CO.	To-morrow.	
HAVRE & HAMBURG	ALBENGA	Ger. str.	Petersen	CARLOWITZ & CO.	On or about 24th July.	
HAVRE & HAMBURG	ACARA	Brit. str.	DODWELL, TONES & CO.	SHEWAN, TONES & CO.	On or about 13th July.	
HAVRE & HAMBURG	ETTBROOKDALE	Brit. str.	DODWELL & CO., LIMITED	DODWELL & CO., LIMITED	On or about 6th July.	
HAVRE & HAMBURG	L. SCHIEPP	Amer. ship.	Kandall	SIEMSEN & CO.	End of July.	
HAVRE & HAMBURG	GLENNOGLE	Brit. str.	W. Frakes	DODWELL & CO., LIMITED	On 3rd July.	
HAVRE & HAMBURG	EMPERESS OF JAPAN	Brit. str.	G. A. Lee, R.N.E.	CANADIAN PACIFIC R. CO.	On 18th July.	
HAVRE & HAMBURG	ABEGYL	Brit. str.	S. Thomson	DODWELL & CO., LIMITED	On 4th July.	
HAVRE & HAMBURG	CITY OF PEKING	Amer. str.		PACIFIC MAIL, S. S. CO.	On 5th July, at Noon.	
HAVRE & HAMBURG	GARLIC	Brit. str.		O. & O. S. S. CO.	On 14th July, at Noon.	
HAVRE & HAMBURG	HONGKONG MARU	Jap. str.		TOYO KISEN KAISHA	On 21st July, at Noon.	
HAVRE & HAMBURG	THYRA	Brit. str.		BUTTERFIELD & SWIRE	On or about 30th Inst.	
HAVRE & HAMBURG	FUTAMI MARU	Jap. str.	J. Thom	NIPPON YUSEN KAISHA	To-morrow, at Daylight.	
HAVRE & HAMBURG	CHINGTU	Brit. str.	Williams	BUTTERFIELD & SWIRE	On 14th July, at 4 P.M.	
HAVRE & HAMBURG	BOHILIA	Brit. str.	H. S. Toque, R.N.E.	P. & O. S. N. CO.	On or about 7th July.	
HAVRE & HAMBURG	TONKIN	Fren. str.		MESSAGERIES MARITIMES	On or about 2nd July.	
HAVRE & HAMBURG	MATUA	Brit. str.	F. J. Cole	P. & O. S. N. CO.	On or about 6th July.	
HAVRE & HAMBURG	LYEEMOON	Ger. str.	G. Heusmann	BUTTERFIELD & SWIRE	To-day, at 3 P.M.	
HAVRE & HAMBURG	KWANGTUNG	Brit. str.	I. Sato	MITSUBUSSAN KAISHA	On 30th Inst., at Noon.	
HAVRE & HAMBURG	ANPING MARU	Jap. str.	H. Nagata	MITSUBUSSAN KAISHA	On 11th July, at Daylight.	
HAVRE & HAMBURG	TAMSUI MARU	Jap. str.	Davis	Douglas, LAPRAK & CO.	On 1st July, at Daylight.	
HAVRE & HAMBURG	HAMMUN	Brit. str.	Moore	BUTTERFIELD & SWIRE	To-day, at 10 A.M.	
HAVRE & HAMBURG	SOMOKLUNG	Brit. str.	Williams	BUTTERFIELD & SWIRE	On 3rd July, at 4 P.M.	
HAVRE & HAMBURG	CHINTUNG	Brit. str.	J. Thom	NIPPON YUSEN KAISHA	To-morrow, at Daylight.	
HAVRE & HAMBURG	FUTAMI MARU	Jap. str.	P. H. Rolfe	JARDINE, MATTHESON & CO.	To-day, at 4 P.M.	
HAVRE & HAMBURG	YUENSANG	Brit. str.	G. Schmidt	CARLOWITZ & CO.	On 3rd July.	
SHIPPING.						

## VESSELS ON THE BERTH

ARRIVALS.						
June 26.	ANTENOR	British str.	3,563, M. H. E. Jackson	Foochow 23rd June, General.		
				BUTTERFIELD & SWIRE.		
June 26.	SARINE BUCKERS	British str.	690, Nasbet	Foochow 24th June, Ballast.—ADM. MOLD, KABERG & CO.		
June 27.	LYEEMOON	German steamer.	1,238, Hetschau	Canton 26th June, General.—SIMSEN & CO.		
June 27.	BANCA	British str.	3,793, Babot	London 23rd May and Singapore 21st June, General.—P. & O. S. N. CO.		
June 27.	HANOI	French str.	740, Panner	Haiphong and Hoitow 20th June, General.—A. R. MARTY.		
June 27.	HATINO	French steamer.	750, Bast.	Haiphong and Hoitow 20th June, General.—A. R. MARTY.		
June 27.	ANING	Chinese str.	1,152, Barlow	Canton 27th June, General.—CHINAE.		
June 27.	HEIMAS	Norwegian str.	849, Jonsson	Canton 27th June, General.—JARDINE, MATHESON & CO.		
CLEARANCES.						
At the HARBOUR MASTER'S OFFICE.						
27th JUNE.						
Tategami Maru	Japanese str.	for Nagasaki.				
Hermes	Norwegian str.	for Hongay.				
Thales	British str.	for Newcastle.				
Hokoku Maru	Japanese str.	for Canton.				
Hongkong	French str.	for Haiphong.				
Chaussette	British str.	for Swatow.				
Loyal	German str.	for Bangkok.				
Diamante	British str.	for Manila.				
Kafong	British str.	for Manila.				
DEPARTURES.						
June 27.	PIQUE	British cruiser.	for Woosung.			
June 27.	PRIMY	British gunboat.	for Woosung.			
June 27.	EMPERESS OF INDIA	British str.	for Vancouver.			
June 27.	CLARA	German str.	for Hoitow.			
June 27.	DEISIMA	German str.	for Pakho.			
June 27.	AMPING	Jap. str.	for Swatow.			
June 27.	HOKOKU MARU	Jap. str.	for Canton.			
June 27.	HUE	French str.	for Haiphong.			
June 27.	JASON	British str.	for Amoy.			
June 27.	HONGKONG	French str.	for Haiphong.			
June 27.	CHUNSAMG	British str.	for Swatow.			
June 27.	LOYAL	German str.	for Bangkok.			
June 27.	DIAMANTE	British str.	for Manila.			
June 27.	KAIFFONG	British str.	for Manila.			
VESSELS IN DOCK.						
ABERDEEN DOCKS.—Milos.						
KOWLOON DOCKS.—U.S.S. Monterey						
Freiburg, Sungkiang, Min.						
COSMOFOLIAN DOCK.—Goodwin.						
SHIPPING REPORT.						
The American steamer "City of Peking," from San Francisco 29th May and Yokohama 18th June, had strong S.W. monsoon from the mouth of the Yangtze to port.						
VESSELS ON THE BERTH						
DOUGLAS STEAMSHIP COMPANY, LIMITED.						
FOR SWATOW, AMOY AND TAMSUI						
THE Company's Steamship						
HAIJUN						
Captain Davis will be despatched for the above port TO-DAY, the 28th inst., at 10 A.M.						
For Freight or Passage, apply to						
DOUGLAS LAPRAK & CO., General Managers.						
Hongkong, 27th June, 1900.						
FOR SHANGHAI.						
THE Steamship						
"LYEEMOON."						
Captain G. Heusmann will be despatched for the above port TO-DAY, the 28th inst., at 3 P.M.						
This Steamer has superior accommodation for First and Second Class Passengers.						
For Freight or Passage, apply to						
SIMSEN & CO.						
Hongkong, 27th June, 1900.						
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.						
FOR MANILA.						
THE Company's Steamship						
"YUENSANG."						
Captain P. H. Rolfe, will be despatched as above TO-DAY, the 28th inst., at 4 P.M.						
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.						
For Freight or Passage, apply to						
JARDINE, MATTHESON & CO., General Managers.						
Hongkong, 27th June, 1900.						

## VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.						
FOR LONDON VIA SUEZ CANAL						

## THE Company's Steamship

"ANTENOR"	Captain M. H. F. Jackson, will be despatched as above TO-DAY, the 28th instant.
For Freight, apply	

## VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES  
PAQUEBOTS—POSTE FRANCAIS.

## NOTICE.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADEIRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd July, 1900, at 1 P.M., the Company's Steamship "LAOS," Captain Flandin, with 200 Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call WITHOUT TRANSHIPMENT.

Cargo will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 1st July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 10th June, 1900.

## VESSELS ON THE BERTH

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CITY OF PEKING (via Shantung, Nanking, Kobe, Island Sea, Yokohama, and Honolulu).

CHINA (via Shanghai, Nanking, Kobe, Island Sea, Yokohama, and Honolulu).

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu).

SATURDAY, July 5, at NOON.

TUESDAY, July 31, at NOON.

WEDNESDAY, July 31, at NOON.

THURSDAY, July 31, at NOON.

FRIECE, 1 P.M., the Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGOYA, KOKO, INLAND SEA, YOKO-HAMA, and HONOLULU, on THURSDAY, the 5th July, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States, Canada, and Mexico.

Particulars of the various routes may be obtained on application.

Passenger holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havasu, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th June, 1900.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"TONKIN"

will be despatched as above on or about MONDAY, the 2nd July.

For Freight or Passage, apply to

G. DE CHAMPEAUX,  
Agent.

Hongkong, 26th June, 1900.

## BEN LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship.

"BENALDER."

Captain C. K. McIntosh, will be despatched as above or about THURSDAY, the 5th July.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 13th June, 1900.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRA-LIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship.

"BENGAL"

Captain S. Borcham, carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 7th July, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transported at Colombo by a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Slippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 25th June, 1900.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"CHINGTU."

Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th June, 1900.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"CHINGTU."

Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EAST ASIAN & AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th June, 1900.

## VESSELS ON THE BERTH

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shantung, Nanking, Kobe, Island Sea, Yokohama, and Honolulu).

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Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States, Canada, and Mexico.

Particulars of the various routes may be obtained on application.

Passenger holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havasu, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th June, 1900.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAEVIC (via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu).

DOMO (via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu).

COTTO (via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu).

SATURDAY, July 5, at NOON.

TUESDAY, Aug. 5, at NOON.

WEDNESDAY, Aug. 5, at NOON.

THURSDAY, Aug. 5, at NOON.

FRIECE, 1 P.M., the Company's Steamship "GAEVIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 1st July, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particular of the various routes may be obtained on application.

Passenger holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havasu, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco for China or Japan (for vice versa) will be allowed discount of 10 percent. This allowance does not apply to fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will

## POST OFFICE NOTICES

The *Toulou*, with the French Mail of the 1st instant, left Singapore on Tuesday, the 26th instant, at 6 a.m., and may be expected here on or about Tuesday, the 3rd proximo. This packet brings replies to letters despatched from Hongkong on the 28th April.

The *Gaule*, with the American Mail, left Yokohama on Tuesday, the 30th instant, at daylight, and may be expected here on or about Tuesday, the 3rd proximo.

## MAILS WILL CLOSE

FOR	FROM	DAY AND HOUR.
Singapore	Antenor.	Thurs., 28th, 10.00 A.M.
	Oleander.	Thursday, 29th.
		Registration 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Aiping Maru	Letters, 11.00 A.M.
	Yuenlong	Thurs., 28th, 2.00 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Putami Maru	Thurs., 28th, 3.00 P.M.
Rangoon	Phrasang.	Friday, 29th, 9.00 A.M.
Singapore	Fausang.	Friday, 29th, 4.00 P.M.
Vladivostock	Mitos.	Friday, 29th, 5.00 P.M.
Shanghai	Kwangze Maru	Saturday, 30th, 11.00 A.M.
Takao	Ariake Maru	Saturday, 30th, 4.00 P.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 10.10 to 0.30 p.m. Extra Postage 10 cents)	Laces.	Monday, 2nd July.
		Registration 11.00 A.M. (Registration with late fee of 10 cents, up to 11.45 A.M.)
		Circulars, 9.00 A.M.
		Registration 11.00 A.M. (Registration with late fee of 10 cents, up to 11.45 A.M.)
		Papers, 11.30 A.M. (Registration with late fee of 10 cents, up to 11.45 A.M.)
		Letters, 11.00 A.M.

TO-MORROW.  
Books and Bicycles, Sales Rooms, Mr. Goo, P. Lamont, 3 p.m.

## COMMERCIAL

## CLOSING QUOTATIONS.

WEDNESDAY, 27th June.

## EXCHANGE.

ON LONDON.—

Telegraphic Transfer 1/11<sup>th</sup>  
Bank Bills, on demand 2/0  
Bank Bills, at 30 days' sight 2/0  
Bank Bills, at 4 months' sight 2/0  
Credits, at 4 months' sight 2/0  
Documentary Bills, 4 months' sight 2/0

ON PARIS.—

Bank Bills, on demand 2/1  
Credits, at 4 months' sight 2/5/4

ON GERMANY.—

On demand 2/04

ON NEW YORK.—

Bank Bills, on demand 48<sup>1</sup>/<sub>2</sub>  
Credits, 60 days' sight 49<sup>1</sup>/<sub>2</sub>

ON BOMBAY.—

Telegraphic Transfer 149<sup>1</sup>/<sub>2</sub>  
Bank, on demand 150

ON CALCUTTA.—

Telegraphic Transfer 149<sup>1</sup>/<sub>2</sub>  
Bank, on demand 150

ON SHANGHAI.—

Bank, at sight 71  
Private, 30 days' sight 72

ON YOKOHAMA.—

On demand 24 p.c.p.m.

ON MANILA.—

On demand 24 p.c.p.m.

ON SINGAPORE.—

On demand 1 p.c.p.m.

ON BATAVIA.—

On demand 120

ON HAIPHONG.—

On demand 3 p.c.p.m.

ON SAIGON.—

On demand 23 p.c.p.m.

ON BANGKOK.—

On demand 60

SOVEREIGN'S BANK'S BUYING RATE 9.91

GOLD LEAF, 100 fine, per tael 5.2

BAU SILVER, per oz. 28<sup>1</sup>/<sub>2</sub>

OPIUM.

Quotations are—Allow as net to 1 catty.

Malwa New \$880 to — per picul.

Malwa Old \$910 to \$920

Malwa Older \$940 to \$950

P. P. per wrapped \$870 to —

Persian fine quality \$910 to —

Persian extra fine \$950 to —

Patna New \$8 — 990 per chest.

Patna Old \$1,075

Benares New \$8 — 990 per chest.

Benares Old \$8 —

PASSENGERS.

ARRIVED.

Per City of Peking, for Hongkong, from San Francisco, Mrs. R. L. Bullard, Messrs. A. F. Bullard, Clark Bullard, Miss Rose Bullard, Mrs. P. G. Wales, Messrs. Philip Wales, Victoria Wales and Dr. H. Adamsen.

DEPARTED.

Per Empress of India, from Hongkong for Shanghai, Mons. Henri Tullin, Mons. A. M. T. Benoyen, Messrs. James Daly, M. Kelly and H. B. Wheeler; for Yokohama, Mr. E. E. W. Kirby, Mr. and Mrs. D. R. Crawford, Miss Roy, Mrs. Caldwell, two children and nurse, Mrs. W. H. Williams, Miss Lewis, Messrs. R. M. Ezekiel, E. Sherwin, J. Molley and Dr. G. M. Harston; for Nagasaki, Mr. E. Rose; for Victoria, Mr. H. R. Paulsen, for Vancouver, Messrs. J. Hammond, John Halliday and Mr. and Mrs. A. F. Woodward; for Boston, Mr. C. C. Hing and infant; for Manila, Capt. H. B. de Vosse; for London, Messrs. A. P. Stokes, A. Brooks Smith, G. J. L. Lifton, L. E. P. Wolverstone, F. E. Fletcher, Mr. and Mrs. Thos. Wilson, Mr. and Mrs. R. McDougall, Messrs. R. E. Stephens, J. Craig, Dr. R. N. Price, Mr. and Mrs. A. Nutall, Messrs. A. W. Stewart, M. Christopher and C. Winney; from Yokohama, for London, Miss M. A. Empson, Miss B. C. Empson and maid.

## VESSELS EXPECTED.

THE AMERICAN MAIL.

The O. & O. steamer *Gaule*, with Mails, &c., from San Francisco to the 6th instant, via Honolulu, has arrived at Yokohama, and left for this port on the 26th instant, via Inland Sea, Kobe, Nagasaki and Shanghai.

The T. K. K. steamer *Hongkong Meru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 14th instant.

The P. M. steamer *China*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd instant.

THE INDIAN MAIL.

The steamer *Arranlon Apur*, from Calcutta, left Singapore for this port on the 24th inst., at daylight.

## JOINT STOCK SHARES.

HONGKONG, 27th June.

STOCKS.	NO. OF SHARES	ISSUE PRICE	PAID UP.	LAST DIVIDEND	CLOSING QUOTATIONS.
BANKS.	90,000	\$125	\$125	30/- div. & 10/- bonus at 1/11th	305 p. ct. pr. = \$305.25 [solars]
Hongkong and Shanghai Banking Corporation	100,975	2/3	2/3	None	21
Do. Docefor	1,250	2/1	2/1	2/5.	21.5
National Bank of China, Ltd.	10,070 A	2/10	2/8	2/8 for 1899	327 buyers
Do. Foundry Share	29,055 B	2/10	2/1	2/8 all 1/12/99 = \$1.35 for 99	327
	750,000	2/1	2/1	None	320
MAINE INSURANCES.	10,000	\$25	\$25	30/- div. & 10/- bonus	320/25
Union Fire Society, Ltd.	24,000	\$25	\$25	10/- per cent. for 1899	350 sales and buyers
China Traders Inv. Co., Ltd.	5,000	2/10	2/8	3 p. ct. final—10/- ct.	316.10
North China Inv. Co., Ltd.	5,000	2/10	2/8	in all for 1899	316.10
Yangtze Inv. Assocn., Ltd.	8,000	\$100	\$60	10/- p. ct. for 1897	312.10
Canton Insurance Office, Ltd.	10,000	\$25	\$20	5/- for 1898	313.20
Straits Insurance Co., Ltd.	50,000	\$100	\$20	5 per cent. for 1898	314.10
FREE INSURANCES.	8,000	\$25	\$25	2/7 for 1898	325.00
Hongkong Fire Ins. Co., Ltd.	20,000	\$100	\$20	3/6 for 1898	325.00 sales and sellers
SHIPPING.	80,000	\$15	\$15	1/2 for half year ended 31/12/99	331 sellers
Hongkong, Canton and Macao S. C. Co., Ltd.	60,000	2/10	2/8	10/- p. ct. & 2/2 p. ct. bonus for 99	335 sellers
Indo-China S. N. Co., Ltd.	6,000	\$50	\$20	20 per cent. for 1899	345. old Capital
China & Manila S. S. Co., Ltd.	14,000	\$100	\$10	2/7 for 1898	348 sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	1/2 per cent. for year ending 30/6/99	347 sellers
China Mutual S. N. Co., Limited, Preference	20,000	2/10	2/10	Final 3 p. ct. = 6 p. ct.	347.10
Do. Ordinary	20,000	2/10	2/8	10/- p. ct. & bonus of 3/- in all for 1899	347.50
Do. do.	20,000	2/10	2/8	Final 3 p. ct. = 6 p. ct.	347.50
Star Ferry Co., Limited	10,000	\$10	\$10	year ended 30/6/99	348 new sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	Final of 5 p. ct. = 6 p. ct.	349.10
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Final of 35 = 37 for 99 taken out of Equival- Fund	349.10
Luzon Sugar Refg. Co., Ltd.	7,000	\$100	\$100	33 for 1897	349.10
MINING.					
Punjab Mining Co., Ltd.	60,000	\$8	\$7	None	350 sellers
Do. Preference	50,000	\$1	\$1	31.30	350 buyers
Societe Francaise des Charbonnages du Tonkin	16,000	\$250	\$250	None	350 sellers
Queens Mines, Limited	400,000	25	25	17, buyers	351
Johns Mining and Trading Company, Ltd.	55,000	\$5	\$5	1/5 p. ct. half year end-	351.75
Raub Australian Gold Mining Co., Limited	200,000	2/10	2/10	1/5 1/2 p. ct. coupon for 99	352.10
Olivers Freshfield Mines, Limited	15,000	\$5	\$5	1/10 div. on 15/10/99	352.10
Great Eastern and Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	352.10
Docks, Wharves, &c.	12,500	\$125	\$125	Spec. & 1/2 p. ct. bonus for year ended 31/12/99	352.50
Hongkong Dock Co., Limited	30,000	\$50	\$50	Final of 5 p. ct. = 6 p. ct.	353.00
Wharf and G. Co., Ltd.	2,600	\$100	\$100	Final of \$1 = \$3	353.00
Wanchai Warehouse and Storage Co., Ltd.	6,000	\$63	\$63	2/2 per cent. for 1899	353.00
New Amoy Dock Co., Ltd.					